Mr. Kennan entered upon his expedition to Stberia with a decided blas in favor of the Russian Government, and a strong disposition to reject the stories of hardship, cruelty and suffering in Siberia to which the exiles to that region were said to be subjected. He had indeed publicly defended the Russian Administration against its accusers, and to this fact he owed en letter from the Minister of the Interior which sheet-anchor in the investigation of the prisof Siberia, and which very certainly would not have been given to him had the Minister of the Interior had the least idea that he was going to tell the truth and the whole truth concerning what he saw and heard, But Mr. Kennan found the facts too strong As he journeyed into Siberfa horrors accumulated upon him. He was compelled to realize that the reports which he had previously disbelieved were within- the truth; and the result of his patient and thorough research is a work which must produce d sensation throughout the civilized world, and which, it is to be hoped, may shame the Russian Government into reforming some at least of the ous abuses which now discredit and disgrace it. and which give the lie to its pretence of dvilization and enäghtenment. Mr. Kennan's book is rendered the more impressive by the judicial fairness and moderation which characterize it throughout; by the support which his statements derive from official documents and statistics, and by the care taken to verify every assertion. A comparatively small portion of the information presented rests upon the statements of By far the greater part is confirmed officially. Russian Government stands condemned by its own lips, and thus moreover the narrative of Mr nnan is shown to be matter of fact and not in any way imagination.

course of his long journey, in which he was accompanied throughout by Mr. Frost, the artist who made the drawings from which these handsome volare illustrated. Mr. Kennan seems to have succeeded in seeing almost everything that was to be seen in the line of evidential facts. He examined the warding prisons, the convict barges, the "etapes" or way-stations where the exiles on the ma night, the mines of Kara and of Nerchinsk, the habitation of the "politicals" not in prison but under He met and became acquainted with hundreds of these vicitms of extle by administrative process. He heard from their own lips stories of their lives. He sufficient to form an intelligent judgment upon, conmoral and intellectual status. At the same time he conversed much with Russian officials, find how many of them frankly condemned the exile sting and moving narrative with any minuteness would not be possible, but the central facts may be summarized in such a way as to convey a tolerably lear idea of what banishment to Siberia means, and it may be incurred. Exile by administrative proess is the most trying abuse of the system. Exile as applied to common criminals resembles the transportation system which many ntries bave employed from time to time. It dif fers from all other systems, however, in the cruelty and brutality with which it is applied, and in the ormons distances which the prisoners are made to it actually costs more per capita than it would to carry all the exiles.

official corruption, which is the rule and not the exception throughout Russia, has much to do with the bad treatment of the exiles both on the arch and in prison. The Government is robbed right and left by its own servants. When, for instance, an appropriation is made for a new prison or a new the greater portion of the money is stolen by those whose duty it is to see to the erection of the allding; and instead of the latter being builting to the plans and specifications, some botch-work is substituted. When reforms are argently demanded-as in prisons forced to re ceive three or four times the number for which they ded-it is generally impossible to get the ndied about between this, that and the other uncil or committee; it passes from one departmen to the other; it is approved in one office and rejected in another; and after several years of this kind of work it gets pigeonholed and is lost to sight. Inevitably the Siberian officials grow weary of asking for improvements, and at last settle down to stolld and hopeless endurance of the most scandalous evils. commonest abuses is the reckless over crowding of the Siberian prisons, and this leads to and more calamitous results. The mortality ost of these prisons is appalling, as conclusively hown by the official statistics. Thus at the Tiumen forwarding prison the death-rate in the period from 1876 to 1886, inclusive, ranged from 23.7 per cent per cent, and in the seven years out of the even it was higher than 30 per cent. This, as Mi Kennan observes, "would completely annihilate a fixed population in from two and one-half to four years."

But what causes this enormous mortality? Crowding,

51th, stench, and insanitary conditions generally. Hun freds of persons are shut up at night in wholly unventilated rooms. They have for sleeping place a plank platform. No blankets or pillows are allowed them. Their only covering is their gray overcoats. They cannot change their clothes nor wash themselves. On the "nari" or plank bed there is room only for a part of the prisoners crowded into each cell. The semainder must get what sleep they can on the floor in overcoming the one and avoiding the other, ns are thrust not only men, but tender women and little children. The general conditions of the "etapes" on the great Siberian road are almost precisely similar to those of the forwarding prisons. On the march all but those who are absolutely incapable of walking few "telegas" (rough, springless, open carts) carry the sick and crippled. These have no shelter from wind. The convict costume consists of a linen shirt and trousers, a gray overcost, cap, and pair of low shoes so abominably made that they seldom last more than three or four days, and sometimes not more than two days. The Russian contractors could give points to those American rogues who made paper shoes for our boys in blue during the Rebellion. not only of poor quality but insufficient in quantity The prison hospitals are, if possible, worse than the prisons themselves. Typhus is the prevailing disease, hospitals as are the other prisoners in the cells. Mr. Kennan's description of the Tiumen hospital is too horrible to quote. The sick go there to die, as a rule. The hospital is so saturated with disease germs that it could only be purified by burning it down. Ap-plication after application has been made for new and larger buildings at Tiumen, but to no purpose.

In Holy Russia every man, woman and child lives at the mercy of the Administration, nor can ever know at what moment the police may not appear, make an arrest, and send the victim, by an administrative process to Siberia. When this happens-as happen it often does—the prisoner may not be in-formed of the offence with which he is charged. He formed of the offence with which he is charged. He jury and the retardation of the progress of the country, may never know it, for there is no question of a line free emigration and capital will not go where trial. If A. or B. is suspected by the police of being "politically untrustworthy," though no specific act can be alleged against him, it is quite sufficient to send him to Siberia. It has been rashly asbe untrue, exile by administrative process having been practised in Russia since the seventeenth century, and no fewer than 80,000 persons having been deported during the present century up to the death of the Czar Nicholas, during whose reign Nihilism was unknown. the very word not having been then invented. But administrative-process exile is almost incredibly cruel and malignant, and no one is safe from it. Siberia is full of young girls—school-girls, university students who have been torn from their homes on the strength of some preposterous suspicion, and forced to march side with common criminals thousands of miles, in heat and cold and dust and wind; to sleep and hourly risk of death from the insanitary conditions by which they are surrounded. Sometimes old men women are sent to Siberia for no other crime than being the parents of children who are suspected of being revolutionists. Often the offence which incurs exile is being acquainted with a "suspect." Cases are cited by Mr. Kennan in which a similarity of names has sent innocent and not even suspected persons

to Siberia, and no explanation has been effective in

sends the husband to one place and the wife thousand miles away, or separates parents and children in the same humane and considerate manner. A his mether and a sister of fifteen was arrested and exiled by mistake. Almost as by miracle he suc-ceeded, after some years of imprisonment, in getting his sentence remitted. He hastened home, to find that his mother had died, almost literally of starvation, and that a boarding house keeper had sold his sister into a There was no redress and complain would only have sent the poor fellow back to Siberia. and this time proct probably to Eastern Siberia, if not to Yakutek, in the sub-Arctic circle. They send young girls to Yakutek sometimes, but then it must be considered that an administration which flogs women to death cannot be expected to be squeamish in other respects. Political exiles are sometimes made "forced colonists"-that is, they are released from prison in Siberia, and ordered to reside at some village or tow where they are under close police surveillance, and while expected to earn their own living, they are prohibited from so many occupations that educated The "politicals" who are thus conditioned are, moreover, subjected to incessant harassment and humiliation. A cruel or malicious "Ispravnick," or local chief of police, can make an exile's life a hell to him. He may order him to report at the police office every day. He may arrest him if he strays a hundred yards from the village, and then report him as having attempted to escape; whereupon he will be dispatched to a more inclement and miserable place, and perhaps have several years added to his sentence.

All these things and many more are included in the potentialities of exile by administrative process. The cases given in detail by Mr. Kennan are most moving and shocking. Never were there such illustrations of the tendency of irresponsible power to abuse. After this, moreover, it will be impossible for any one to pretend that the Tzar is personally unaware of the horrors of Siberian exile. Mr. Kennan is able to furnish proof to the contrary from official documents. He shows that the Tzar knows all about the system, and that he is as apathetic and careless as the worst of the office He turns a deaf ear to the representations of conscientious men who implore him to remedy at least most dreadful of the Siberian abuses. He gives full scope to the administrative process by which women of his country are being buried in forced colonies or doomed to more hideous sufferings at the placer mines of Kara or the deep diggings of Nerchinsk. He is fully accountable for all the shame and infamy this is so must weaken the sympathies of all the world for a ruler who does so much to create the party of studied their characters and acquired information terror whose menaces shadow his life. For it is manifest, as Mr. Kennan contends, that it is administrative exile and all that it involves and includes, that has made what is called Nihillsan. When intelligent, h,ightheir side of the situation, and was surprised to spirited men and women have passed under the harrow of that atroclous system; when they have been torn from all they loved, their prospects blasted, often their property confiscated, and without trial have been subjected to the fearful punishment of a march to Siberia; when they have been made to realize that perfect innocence is no safeguard against these outrages, and that mere relationship to a condemned but untried person is held a justification for ruining a whole family; hen every tie, however sacred, has been ruthlessly broken, and every interest, however grave, as ruth lessly sacrificed; who can wonder, if, in their despair and righteous indignation, they take to terrorism? will appear to many readers of this book, we imagine that if the terrible experiences recited by Mr. Kennan had been theirs, they would have taken the first weapons that came to hand, and, being dejustice, have wrought for vengeance u oppressors. Indeed, the most surprise that terrorism has not spread such a system of exile; nay, that the whole nation has not risen in revolution against a situation so intolerable yet so persistent. For Siteria kooms behind the moujik as well as behind the university student, the auther, the man of science. All freedom of thought is a deadly offence to the brutal and cowardly autocracy that makes war upon women and children. And such war! Read Mr. Kennan's account of the "poof Kara without deep emotion who can Women stripped naked by prison officials; women flogged-one to death; women so tortured and insulted and despitefully used that they are driven to "hunger strikes"-that is, to starving themselves until they secure relief or redress; educated, tenderly nurtured women, roused in the middle of the night, stripped o and then marched away on foot to another and a dis tant prison. Surely in these facts-for facts they are-there is material for the making of Nihilists Thus are they made, but Mr. Kennan asserts tha "Nihillsts" is not the right word. Terrorists, if you will, but not Nihilists. For he declares that there really are no Nihilists in Russia; that is, of the popu-

> Anarchists. They do not aim at subverting all gov ernment, of destroying all institutions, of reducing society to chaos. They seek to force the Government into govering by law and not by impossible caprice; and since all remonstrance and argument have failed ed by ferocious penalties; since in shor they have found neither mercy, justice nor humanity in the Government, they have resolved to meet force with force. They have often warned the Government as Macaulay's Roman citizen did:

"Lest when our latest hope is fled ye taste of our despair.

And learn by proof in some wild hour how much the wretched dare."

Mr. Kennan's intercourse with the "politicals" was in the nature of the case attended with much difficulty and no little danger, and he appears to have displayed or under the "nart." The floor reeks with fifth. The atmosphere of the room is a mixture of the odors of a look of no mean order. It was necessary for him to be on sewer and a menagerie. When the doors are opened as good terms with the local police everywhere as possible. He was in continual fear of a police search, by the unbreathable and fetid air. In these horrible which, had it occurred, would have insured his ex pulsion from the Empire and the loss of all his material to say the least, and might have had more unpleasant personal consequences; for a Government like that of Russia might not hesitate to keep in Siberia, when it had him there, even an American citizen whom it are forced into the ranks. The prisoners-politicals discovered in the act of penetrating its darkest and foulest secrets in order that he might expose them to the world. Fortunately the baggage of the traveller was never searched, though several times the danger

seemed very great. Maladministration is the rule throughout Siberia, and indeed it might be said throughout European Russia also, and this is one of the most formidable hindrances to reform. When all the higher officials are practically irresponsible, and where the administrative system extends irresponsibility, abuses must be constant and flagrant. Circumlocution flourishes in Russia, too, as food furnished the convicts is, as might be expected, already seen in the matter of attempted improvements. The final step, Mr. Kennan says, in every such attempt is the appointment of a committee of officials to visit committee is merely an excuse for drawing salaries and expenses, and it never does anything practical or use ful. Venality is the curse of Russian officialdom. Bribes are current in every department of the Government. An honest official cannot make head against his corrupt fellows. They combine against and ruin can always effect their purpose, because they represent fore of reform in Siberian affairs is not bright. For some time the free inhabitants of the province have been complaining and petitioning against the exile system. They claim that every year many thousands of criminals are thrust upon them, to their constant in-

the presence of the political chiles, who are honest and well-behaved; and here it is proper to notice Mr. Kennan's conclusions as to the moral character of this serted that this summary mode of exile would never class. From a somewhat extended experience he de-have been employed but for the crimes of the clares that the "politicals" occupy a distinctly high moral and intellectual plane. He indignantly denie effect that they are dishonest and immoral, and asserts that they impressed him as representing an uncom monly high average as regards purity and dignity of conduct. Of their intellectual attainments abundant Administration has deliberately calumniated its victims with the purpose of weakening the force of their com plaints and lessening the odium that attaches to itself. It has been demonstrated by Mr. Kennan that politi-

cal exile to Siberia is a barbarous, cruel, monstrously inhuman form, not of punishment, but of terrorism: for most of the deportations are avowedly not for acts done, but because of suspicion that acts prejudicial to rorism, and no Government that rules by such means has or can have any case in equity against the socalled Nihilists. Mr. Kennan has dope his work of elucidation with really admirable skill, force and judgment. His book, too, is well written, and apart from the absorbing character of its main topic it is emi

emoving the sentence.

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SPRINGS R. R. CERTIFICATES, Supreme CourtAaron R. Stevens and others against the Union Trust Company of New-York and others against the Union Trust Company of New-York and others.

In pursuance of a judgment of the Supreme Court of
New-York in the above-entitled action, entered in Remsseher County, November 11, 1801, 1, John L. Henning,
her County, November 11, 1801, 1, John L. Henning,
her County, November 11, 1801, 1, John L. Henning,
her County, November 11, 1801, 1, John L. Henning,
her County, November 11, 1801, 1, John L. Henning,
her County, November 11, 1801, 1, John
Leman L. Henning,
her County, November 11, 1801, 1, John
Leman L. Henning,
her County, November 11, 1801, 1, John
Leman L. Henning,
date first of July, 1867, and (2) to all holders of bonds
issued by the Harlem Extension Raflroad Company, bearing
date first of April, 1870, and (3) to all holders of bonds
issued by John Van Valkenburgh as receiver of
tificates issued by John Van Valkenburgh as receiver of
the Lebanon Springs Railroad; and I do bereby require the
holder's of said bonds and the holders of said certificates
to produce the same before me at the affice of Campbell &
Palge, No. 100 Broadway, in the city of New-York, on the
twenty-sixth (26) day of December, 1801, at eleven of clock in
the foremon, and to make proof before me as to their tille
thereto, and as to the amount due thereon, and as to
how much has been poid thereon.

Dated, 28th November, 1891,

JOHN L. HENNING, Referee.

Railroads.

Pennsylvania RAILROAD.

THE STANDARD RAILWAY of AMERICA

The Scenic Line to the West. TRAINS LEAVE STATIONS, foot of Desbrosses and Cortlandt Streets. as follows:-

On and after December 1st, 1891, 9:00 A. M. —Pullman Vestibule Steeping and Parior Cars.
Arrives Gleveland 5:25 a. m., Columbus 5:30 a. m., Indianapolis 11:40 a. m., Chicago 5:25 p. m., and 8t. Louis 7:00 p. m. next day. Connects also for Toledo, except Saturday.

THE PENNSYLVANIA LIMITED. 10:00 A. M. — compared excursively of Painian Vestibule Drawing and State Room, Sleeping, Dining, Smoking and Oservation Cars, presenting financial reports, stenographers and typewriters, bathrooms for both sexes, ladies maid, barber-shop, library and all the conveniences of home or office. Lighted by stationary and movable electric lights. Arrives Cincinnat 6:40 a. m., Indianapolis 11:40 a. m., and Chicago 9:45 a. m. next day. ST. LOUIS AND CINCINNATI EXPRESS.
2:00 P. M. -Puliman Vestibula Sceeping Cars from New

90 P. M. — Pullman Vestibure Sceping Cars from Ye.k. and Dining Cars from New-York to St. Louis Cincinnati. Passenger coach New-York to Colui Arrives Cincinneti 10:45 a. m., and St. Louis THE COLUMBIAN EXPRESS.

2:00 P. M. -Pullman Vestibule Sleeping, Dining, Smoking, and Pennsylvania Railroad Vestibule Passenger Coaches from New-York to Chicago. Arrives in Chicago 3:15 p. m. next day.

cago 3:15 p. m. next day.

THE WESTERN EXPRESS.

130 p. M. -Pulmin Vestione Siceping Car New York to Pittsburg, St. Louis, Chicago, Clindinaid, Cleveland and Memphis, Dining Car New York to Pulladelphia, and Pittsburg to Richmond and Chicago. Arrives at Cleve Pittsburg to Richmond and Chicago. Arrives at Cleve 1 and 11:10 a. m., Columbus, 1:35 p. m., Chemnaid 6:30 p. m., Chicago 9:30 p. m. hext day, and St. Louis 7:00 a. m. second norming. Connects for Toledo daily. PACIFIC EXPRESS.

St00 P. M. —Puliman Builet Sleeping Car New-York to Chicago, New-York to Memphis via the Shenandown Valley; arrives week-days at Columbus 7:15 p. m., Cleveland 6:35 p. m. next day, and daily at Chicago 7:00 a. m. second morning. Connects for Toled daily, and for Cleveland and Columbus, except Satusday.

5:00 P. M.—Shenandown Valley Express with Through Builet Sleeper to New-Orionas. BALTIMORE, WASHINGTON AND THE SOUTH Wushington Limited Express" of Patiman Parior Cara (with Dining Car to Lantmore), daily, except Sunday 10-10 A. M., arrive Washington 3:50 P. M.; and "Congressional Limited" daily (with Diffing Car) at 3:20 P. M., arrive Washington 8:25 P. M.; regular express, 6:20, 8:00, 8:20 and 11:60 A. M., 2:10, 4:20, 5:00, and 9:00 P. M. and 12:13 dight. For Battlemore only, 1:00 P. M. Sunday 6:15 and 8:30 A. M., 4:20, 5:00, and 9:00 P. M. and 12:15 uight.

For ATLANTIC CITY, 1:00 P. M. week-days, with Theorem Day Cone.

xpress: 6:20.7 i:20.8 io0.5 is 20.9 to 10:00 Pennsylvania Limited, with Dinling Car, and 10:10 Washington Limited, with Dinling Car, and 10:10 Washington Limited, with Dinling Car, and 10:10 Washington Limited, with Dinling Car, and 11:00 a. m., 12:20.1:00, 2:10.8:00, as 30.4:30, 5:00.6:00, 6:30.8:00 and 5:00 p. m. and 12:13 flight. Accommodation. 11:10 a. m. sindays. Express: 6:15.8:30, 2:00.6:30, 8:00 and 0:00 p. m. and 12:13 flight. Accommodation. 7:00 p. m. and 12:13 flight. Accommodation. 7:00 p. m. and 12:13 flight. Accommodation. 7:00 p. m. are displayed to trains to local points on the Pennsylvania Railroad System. apply at the following Tieliet.

COOK'S TOURS.

A SPECIAL PAMPILET DESCRIBING ALL
WINTER RESORTS
can be obtained on application to
THOS. COOK & SON, 201 appl 1,225 Broadway.

Direct routs to Passaic, Paterson, Tuxedo, Newburg, Middletown, Port Jervis, Monticello, White Lake, Honesdale, Scrauton, Binghamton, Elmira, Corning, Wattins Olen, Rafa, Hammondsport, Avon Springs, Rochester, Hornelsville, Ruffaio, Niagara Falls, Toronto, Chautauqual Lake, Cleveland, Cinchinati, St. Louis, Chicago and all points West. Trains leave New-York, foet of Chambersst., as follows, and five minutes earlier from West 23d-st.; WESTERN DAY EXPRESS.

9.00 Lake, Parlor Cor New-York to Ruffalo, Siceper Hornelsville to Cinchinati. Connects at Port Jervis in union station, except Sunday, for Monticello.

VESTIBULED LIMITED.

3.00 P. M. Daily-Solid train for Chicago, via Chautau, with dining car to Chicago. Sleeperi to Chicago, Cleveland and Cincinnati. MOUNTAIN EXPRESS.

3.30 P. M., except Sunday-For Binghamton, Honesdale and Monticello. CHICAGO AND GRAND TRUNK EXPRESS. 6.30 P. M. Daily-Solid train to Chicago via Niagara Buffalo, Rochester, Toronto and Chicago.

8.30 P. M. Daily-Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sicepers to Buffalo, Chicago and Cincinnati. PACIFIC EXPRESS.

FOR PORT JERVIS. WEEK DAYS-8 a. m., 9 a. m., 10:30 a. m., 1 p. m., 3:30 p. m., 1:30 p. m., 6:30 p. m., 7 p. m., 8:30 p. m. Sundays-9 a. m., 3 p. m., 6:30 p. m., 8:30 p. m.

FOR NEWBURG.

M APS AND TIME-TABLES may be obtained from ticket offices. Also copies of "Summer Homes," containing select list of hotels and boarding-nouses; "Subburges Homes," describing vicinity of New-York; "Chautanqua Lake Souvenir" and "Summer Excursions."

TICKETS AND PULLMAN ACCOMMODATIONS at 401, 517, and 957 Broadway, Chambers and West 23d-st. Ferries, New-York; 353 Fulton-st., Brooklyn; 107 Broadway, Williamsburg; corner Newark and Hudson sts., Hoboken, and Jersey City Station., Eric Transfer Company calls for and checks bargage from hotels and residences through to destination.

D. I. ROBERTS, General Passenger Agent.

EHIGH VALLEY RAILROAD.

EHIGH VALLEY RAILROAD.

PASSENGER TRAINS leave foot of Cortlands and Desbrosses ats., as follows.

7 a. u. for Mauch Cunk and intermediate points.

7 a. u. for Mauch Cunk and intermediate points.

8 10 a. m. for Mauch Chunk and intermediate points.

8 10 a. m. to West. Puttsville and principal local points.

Chair Car to Lyons and Puliminan Car to Suspension Bridge.

9 a. m. for Mauch Chunk and intermediate points.

11 a. m. for South Plainifeld and all intermediate points.

12 30 p. m. for Elmira and intermediate points, car to Wilkesbarre.

230 p. m. for Bound Brook and all intermediate points.

340 p. m. for L. and B. Junction and principal intermediate points.

Chair Car to Pottsville.

5:20 p. m. for Pottsville and intermediate points.

4:50 p. m. for Pottsville and intermediate points.

Connection to Reading and Harrisburg.

6:50 p. m. for Piemington and all intermediate points.

7:30 p. m. for Geneva Lyons, Elmira, Rochester, Buffalo and the West. Pullman Sleeper to Lyons and Suspension Bridge.

Trains leaving at 8:10 a. m., 12:30 p. m., 1 p. m. and 3:40 p. m. connect for all points in Mahanoy and Hazelton coal regions.

Sunday Trains. 3:40 p. m. connect ton coal regions.

SUNDAY TRAINS.

8:10 and 11 a. m. for Mauch Chunk, Hazelton, Shenandoah and intermediate points,

5:15 p. m. for Mauch Chunk and intermediate points,

7:30 p. m. for Geneva, Lyons, Elmira, Rochester, Butfalo and the West. Pullman Sleeper to Lyons and Sus-

LONGISLAND&EASTERNSTATESLINE BROOKLYN AND BOSTON,
Waterbury, New-Britain, Hardword, Williamantic, Putnam

leave Brooklyn (Flathushave, and Frankilo-ave, Stations, L. I. R.) 11:05, and Long Island City at 11:10 p. m. daily (metuding Sunday), the in Boston at 7:30 a. m. Corresponding train returning.

Tickets and sleeping-car beths secured in New-York foot East 34th-st. 71, 353, 415, 350, 1110 and 1313 Breadway; Brooklyn, 333 Fulton-st., 107 Broadway. Long Island Express calls for and checks baggage from residence to destination. NEW-YORK, ONTARIO AND WESTERN RAILWAY

Railroads.

"AMERICA'S CREATEST RAILROAD." NEW YORK

FOUR-TRACK TRUNK LINE HUDSON RIVER Operating the fastest and most perfect through train service in -

Reaching by its through cars the most importar; commercial centers of the United States and Canada, and the greatest of America's Health and Personal Canada, and the greatest of America's Health and Personal Canada, and the greatest of America's Health and Personal Canada Ca

of America's Health and Pleasure resorts. DIRECT LINE TO NIAGARA FALLS

By way of the batteric Hudson River and through the beautiful Mohawk Valley.

All trains arrive at and depart from GRAND CENTIAL STATION, 4th Avenue and 42d Street, New York, Council Hotel and Residence Section. THE ONLY RATLEGAD STATION IN THE CITY OF

Trains leave as Follows: ON AND AFTER NOVEMBER 15, 1801, EMPIRE STATE EXPRESS.

9:00 A. M.— Except Sundays. Fastest tests in a world: 440 miles in 504 minutes. In ming time 52 1-3 miles per hour. Sentra fare.

PAST MAIL.

NEW-YORK AND CHICAGO LIMITED

10:00 A. M. - Datty, due Chicago 9:45 a. m. nen der DAY EXPRESS.

10:30 A. M. — Except Sundays. Saturday train to not run west of Cleveland and Detroit.

SOUTHWESTERN LIMITED.

1:30 P. M .- Daily, due Chicago 3:00 p. m. next 60 ALBANY, TROY AND SARATOGA SPECIAL

NORTH SHORE LIMITED. 4:50 P. M. - Dally, due Detroit 9:15 a. m., Chicago

ADIRONDACK AND MONTREAL EXPRESS. 6:25 P. M .- Dally, due Montreal 7:15 a m.

8:00 P. M. - Dally, due Cincinnati 7:10 p. m., to

LIMITED PAST MAIL.

CHICAGO NIGHT EXPRESS.

9:15 P. M. — Bally, for Buffalo, Ogdensburg, Decade and Chicago, also, for Capp Vacca, daily except Saturday.

FISHRILL (NEWBOLGO), POULSTREEPSIE, RHINE CLIFF (KINGSTON), CAISKILL STATION (CAISKILL STATION), CAISKILL AND HUDSON—17.30, 10.30, 11.30, A.M. 13.00, 2.55, 6.25 P. M.; also for Poughacette, 2.10 A.M., 1.30, 12.15, 14.50, 6.00, 7.30, 8.00, 9.15 P. M.; for Garrisons (West Point), 17.30, 9.25, 11.30 A.M., 12.15, 13.30, 2.15, 14.50, 6.20, 10.10.00, 10.30, 11.30 A.M., 12.15, 13.30, 3.53, 4.50, 6.30, 7.30, 8.00, 9.15, 111.50 P. M.; also for Troy 6.25 P.M. SACALOGA, 20.00, 10.10, 0.10, 11.30, a.M., 13.00, 10.10, 11.30, a.M., 13.30, 6.23, 211.50 P. M.

10 33 A. M., 1 39, 4 59, 6 39, 7 39, 8 39, 9 31, 11 50 P. M.; also for Rechester, 9 39 P. M.; Also, 6 30, 7 30, 9 10, 10 30, 10 30 A. M.; 4 50, 6 30, 7 30, 9 15 P. M.; All 130 DA C. M.; Also for Oddensburg, 9 15 P. M.; 11 59 P. M.; OSWEGO-10 20, 110 30 A. M.; 8 30, 9 15, 11 39 AUBURN, GENEVA AND CANANDAIGUA-946

AND THE BERRASHIRE HILLS
(Via Harlem Division).
Two trains with unrough prawing-noom cars to Pittafek,
19:0) a. m., due Pittafeid 1:35, North Adams 2:30 p. m.,
13:50 p. m., due Pittafeid 8:10, North Adams 2:10 p. m.
For tichets and space in Skeping-Cars apply at 6mad
Central Station, or at 413, 785, 942 Broadway, 12 Patt
Place, 53 West 125th-st, and 138th-st, station, Nov-York; 333 Washington-st, 726 Fulton-st, and 338 Edford-ave, E. D., Brooklyn,
Westcott's Express calls for and checks baggage from
hotels and residences through to destination.

1 Daily except Sunday. Daily except Saturday, Other
trains run daily.

bove trains, except those leaving at 9:00, 9:10 a. m. 3:30, 3:50, 3:55, 4:50, 4:55 and 11:59 p. m. ste JOHN M. TOUCEY. GEORGE H. DANIELS,
General Manager General Passenger Agent. BALTO. & OHIO R. R. BALTIMORE.

ST. LOUIS. PULLMAN CAR SERVICE ON ALL TRAINS. Leave New-York, foot of Liberty-st., as follows: For Officatio, Pit TSBUIDO, 1:50 P. M., 12:15 A.M. FOR WASHINGTON, BALTIMORE, 9:00 A. M. 5 P. M.

For WASHINGTON BALLTIMORE, 9:00 A. M. Al. dissinguary, 1:30 (3:30 P. M. dining-car), 5:00 P. M. 12:15 A. M. All trains run daily For NOITPOLK, via Bay Line, 1:30 P. M. Weekdyn, Ticket offices, 1:2, 201 415 and 1:14 Broadway, New York, and 98 Broadway, Brooklyn. STATION FOOT OF LIBERTY-ST. (Ceneral R. R. of N. J.) New-York Transfer Company will call for and check bay gage from hotel or residence to destination.

CENTRAL R. R. OF NEW-JERSEY

3:45 p. m. for Easton, Mauch Chunk, Reading, Haburg, Williesthare, Seranton, Tamaqua, Potaville, Samonia.

4:39 p. m. for Easton and Allentown, 5:45 p. m. for Easton Mauch Chunk, Reading, Harrisburg, etc. Sunday at 5:39 p. m.

7:30 p. m. for Easton and allentown.
For Fremington at 3:30, 7:00, 8:45 a. m., 1:00, 4:30, 5:30 p. m. Sundays, 4:30 p. m.

For Somerville at 4:30, 6:30, 7:00, 8:45, 10:00, 11:30 p. m. Sundays, 4:30, 5:30, 5:30, 5:30, 5:30, 6:45,

12:15 night.

Por Plainfield Lt 4:30, 6:00, 7:00, 7:45, 8:45, 9:30, 10:00, 11:30 a.m., 1:00, 1:30, 2:30, 3:20, 3:45, 4:30, 4:30, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 70, 7:30, 8:00 8:30, 9:15, 10:90, 11:30 p.m., 12:15, 1:00 night, 8:undays, 4:30, 7:00, 8:30, 9:30, 10:30 k.m., 12:00 m., 1:35, 1:30, 3:30, 6:00, 7:00, 9:00, 10:30 For Preshold and Atlantic Eighlands at 4:30, 8:15, 1:15 n, 10. 1:30, 4:30, 6:00 p, m. Sundays (except

a. m., 1:30 p. m. For Monmouth Beach and Scabright at 4:30, 8:15, 11:15 a. m., 1:30, 4:00, 4:20 p. m.

FOR PHILADELPHIA, BALTIMORE AND WASHINGTON.

ROYAL BLUE LINE.

For Philadelphia at 4:30, 7:45, 9:00, 10:00, 11:30 a.m., 1:30, 2:15, 3:30, 4:00, 5:00, 6:00, 7:30 p. m., 12:13 night. SUNDAIS, 9:00, 10:30, 11:30 a.m., 1:30, 3:36, 5:00, 6:00 p. m., 12:13 night.

For Baltimore and Washington daily at 9:00, 11:30, with Dining Car, a.m., 1:30, 3:30 (Dining Car), 5:00 p. m., 12:15 night.

Trains leaving at 7:45 a.m., 1:30, 4:00, 5:00, 7:30 p. m., 12:15 night. (except Saturday night), Sundays, 11:30 m., 12:15 night (except Saturday night), Sundays, 11:30 a.m., 3:30, 5:00, 6:00 p. m., have connections for Redding Harrisburg, Fottay limbacert, via Philadelphia, at 7:44 p. 13:00, 10:00 p. m., have connections for Redding Harrisburg, Fottay limbacert, via Philadelphia, at 7:44 p. 11:31, 5:10 midnight (except Saturday night), Sundays 0:00 p. m., 12:15 midnight (except Saturday night), Sundays 0:00 p. m., 12:15 midnight (except Saturday night), Sundays 0:00 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 12:15 midnight (except Saturday Night), Sundays 0:100 p. m., 1:200 p. m., 1:200 p. m., 1:2

WEST SHORE RAILROAD.

10:00 A. M.—Delly, for Newburg, Albany, Utica. Syrtcuse, Rochester, Huffale, Niagara Falls, Detroit, Calcuse, Bochester, Huffale, Niagara Falls, Detroit, Calcuse, Dally, except Saurday, for Toronto,
11:35 A. M.—Dally, except Sunday, for Albany and Utica.
400 P. M.—Dally, except Sunday, for Albany,
51:15 P. M.—Dally, for Albany, Montreal, Utica, Syracuse, Rochester, Ruffale, Niagara Falls, Toronto, Decuse, Rochester, Ruffale, Niagara Falls, Toronto, Deber, Bullalo, Niagara Falls, Detroit, Chicago, St. Louis,
Let Millalo, Niagara Falls, Detroit, Ch

9:10 A. M. - Daily, for Poughitespele, Albany, Ulta

1:30 P. M.—Daily, the Chelanati II:15 a. m., Indianapolis, II:55 a. m., St. Louis, 7ds
p. m., next day. No extra fare,
WORLD'S FAIR SPECIAL.

13:30 P. M. - Except Sunday. Due Albany 74

PAST WESTERN EXPRESS. 6:00 P. M. - Daily, due Buffalo 6:15, Niggan Path 1:10, Chicago 9:00 p. m., St. Len

BUFFALO AND NIAGARA FALLS SPECIAL 7:30 P. M. — Datly, due Bufalo 7:30 a. m., Na CINCINNATI AND ST. LOUIS EXPRESS.

9:00 P. M. - Dally, Steeping-Car passengers only capried on this train for Rochester. Day 7:45 a. m. CHICAGO NIGHT EXPRESS.

UTICA AND SYRACUSE—17:30, 19:00, 9:10, 10:00, 110:30, 11:30 A. d., 1:30, 4:50, 6:00, 7:20, 8:00, 9:16; 11:39 P. M. BUFFALO—19:00, 9:10, 10:00,

AND THE BERKSHIRE HILLS



p. m., Harried Brook at 4:30, 6:00, 7:00, 7:45, 8:45, 9:00, 11:30 a. m. 1.00, 1:30, 2:15, 2:30, 3:30, 3:45, 11:30 a. m. 5:30, 5:45, 6:00, 6:15, 6:30, 7:30, 4:30, 5:30, 5:45, 6:00, 6:15, 6:30, 7:30, 8:30, 8:42, 2:15, 10:50, 11:20 p. m., 12:15 night 4:30, 7:40, 8:30, 9:00, 10:30 a. m., 1:00, 1:30, 3:30, 4:50, 5:00, 5:30, 6:00, 9:00, 10:30 p. m.,

At 4:39, S:15 a. m., 1:30, 3:15, 4:20 p. m. Sindays, 0:30 a. m. Parlor cars are run on trains leaving at 1:30, 3:45, 4:20 p. m. Sundays, 9:30 a. m. For Yous River, Barnegat Pak and Barnegat, 4:39, 8:15 a. m. 1:30, 4:30 avenue.

ROYAL BLUE LINE.